

21 APR  
1986

MEMORANDUM FOR: Deputy Director for Administration

FROM: Henry P. Mahoney  
Director of Logistics

SUBJECT: Route 123/193 Roadway Improvements Associated  
With the Agency's New Building Project

1. As a part of the program to construct a New Headquarters Building on the Langley compound, the Agency early on recognized the need to improve the surrounding public roadways. In September 1984, the Agency executed a formal Memorandum of Agreement with the State of Virginia Department of Highways and Transportation (VDH&T), under which the VDH&T is arranging for the detailed Route 123 roadway design and will manage the resultant roadway construction program. The Agency, under the terms of the agreement, is responsible for funding both activities.

2. Through the Traffic Advisory Committee (TAC) mechanism and with the full support of the VDH&T, the New Building Project Office (NBPO) has been pursuing a roadway improvement program since early 1983. The TAC, composed of representatives from the following organizations, has been the central mechanism through which Agency plans and residential community concerns have been voiced and debated since August, 1983:

- a. McLean Citizens Association
- b. Ad Hoc Committee for Traffic to/from CIA
- c. Virginia Department of Highways and Transportation
- d. U.S. Park Service (George Washington Memorial Parkway Superintendent)
- e. National Capital Planning Commission
- f. Fairfax County
- g. Central Intelligence Agency

In addition, the following elected officials have, at one time or another, participated in the deliberations of the TAC:

- a. U.S. Congressman Frank Wolf (R, VA)
- b. U.S. Senator John Warner (R, VA)
- c. U.S. Senator Paul Trible (R, VA)
- d. Va. Senator Clive DuVal
- e. Va. Delegate Robert Andrews
- f. Fairfax County Supervisor Nancy Falck

3. In May 1985, the TAC process produced a consensus agreement on the conceptual Route 123 roadway design. This final selection was the result of an 18-month or so process in which the VDH&T's design contractor produced two technical studies and seven conceptual roadway designs. Nine meetings of the TAC during this period dealt with a myriad of roadway-related issues and concerns raised by our nearby residential neighbors.

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4. This phase of the TAC process is being followed by the current one, in which the VDH&T's design contractor is converting the conceptual design into the final detailed engineering design. The Agency has agreed to review the detailed design of the Route 123 roadway improvement program with the community, through the TAC mechanism, at the 30-percent detailed design completion stage, and at the 60- and 90-percent stages as well. On 29 January 1986 we held the 30-percent review, at which time several strenuous objections were raised by the Ad Hoc Committee, which is a group made up of the community associations located most closely around the Agency's compound. Their concerns were expressed in a lengthy letter to the Agency. As a result of these concerns, the Agency asked the VDH&T to temporarily suspend the further detailed design of the chosen roadway concept and, to instead, expand the number of detailed roadway design alternatives that could be made available to the TAC for consideration. Please see the attached memoranda that more fully explain the actions taken and the objective intended.

5. In late March 1986, the NEPO began providing each TAC organization with the complete set of newly developed design alternatives, both for roadway designs and for earth berm designs, and with full answers to each of the questions that were raised at the 29 January 1986 meeting of the TAC. In short, we previewed the 14 April 1986 meeting of the TAC in an attempt to demonstrate that the Agency is doing everything within its power to accommodate all of the reasonable concerns being raised by our residential neighbors. These "prebriefs" or "previews" were provided to:

Congressional staffers in the offices of:

Congressman Frank Wolf (R,Va)

Senator Paul Tribble (R,Va)

Senator John Warner (R,Va);

Board of Directors of the McLean Citizens Association and  
invited guests (some 40 people);

Board of Directors of the Ad Hoc Committee for Travel To/From  
the CIA;

Virginia Delegate Robert Andrews; and

Mrs. Dorothy McCormick, Owner of the Country Day School  
(located on Route 193).

In addition, detailed telephone "prebriefs" were provided to:

Mr. Shiva Pant, Director of the Office of Transportation,  
Fairfax County Government; and

Mrs. Joan DuBois, Administrative Assistant to Mrs. Nancy  
Falck, elected Supervisor on the Fairfax County Board of  
Supervisors.

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6. At the 14 April TAC, the entire set of expanded detailed design options was again thoroughly presented and briefed by Mr. John Fowler, Principal Engineer of the firm of Dewberry and Davis, the engineering firm retained by the VDH&T. Each TAC member organization was in attendance. Mr. Fowler and the CIA Chairman of the TAC, [redacted] provided information for approximately two hours, concluding with the statement that the VDH&T had again reaffirmed that the proposed roadway design was the only one that met both the safety standards and the effective traffic handling standards of the Department. The only issue that remained unresolved to the complete and total satisfaction of all, was the exact location of Route 193 between Turkey Run Farms Road and Route 123. At that, the exact location of this segment of Route 193 was of concern only to those residents of Section 7 of the Evermay Community--those homes that directly back up to Route 193. Having addressed these concerns several times, the Chair asked that each TAC organization state for the record its position on which of the roadway design options each supported. With one exception, each TAC member organization supported the roadway design proposed by the VDH&T contractor. The stated positions were:


Fully supportive of the proposed Route 123 detailed  
roadway design:

Fairfax County Government;  
National Capital Planning Commission;  
McLean Citizens Association;  
Virginia Department of Highways and Transportation;  
Congressman Frank Wolf (R,Va);  
Fairfax County Supervisor Nancy Falck; and  
CIA NBPO Staff.

Opposed to the roadway design as proposed:

a split representation of the Ad Hoc Committee for  
Travel To/From the CIA.

7. Based on the VDH&T determinations regarding safety and effective traffic handling standards and further based on the limited concern expressed in the community, I recommend that you approve the roadway design endorsed by the VDH&T and sign the attached letter indicating your approval. The VDH&T does not want to reinitiate the detailed engineering design of the Route 123 roadway improvement project without a definitive Agency position on its efforts to date.

  
Henry P. Mahoney

Attachments

- A. Memoranda
- B. Letter for Signature

APPROVED

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Deputy Director for Administration

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Date

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Central Intelligence Agency



Washington, D.C. 20505

21 APR  
1986

Mr. Ray D. Pethtel  
Commissioner  
Virginia Department of Highways  
and Transportation  
1221 E. Broad Street  
Richmond, Virginia 23219

Dear Mr. Pethtel:

Based on the conclusions reached with the community at the CIA's Traffic Advisory Committee meeting on 14 April 1986, the CIA requests that you authorize your roadway design contractor, Dewberry and Davis, to proceed with the detailed design of the Route 123 roadway improvements associated with CIA's expansion program as proposed by it and endorsed by Mr. H. M. Shaver, Jr., of your office.

The CIA remains committed to again review with the community the Dewberry and Davis design products at both the 60- and 90-percent completion stages of the detailed design. We will continue to coordinate these community meetings with Mr. Shaver, which at this point should be reasonably straightforward.

Please express our appreciation to Mr. Shaver and to Mr. S. R. Conley of your Department and to Mr. John Fowler of Dewberry and Davis for their patience and counsel throughout this project. They have been, without exception, helpful and considerate to members of my staff and have dealt with our community residents with complete professionalism. We are grateful for their assistance.

Sincerely,

/s/ James H. McDonald

James H. McDonald  
Associate Deputy Director  
for  
Administration

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